

---

**From:** Longo, David (FTA)  
**To:** Rogoff, Peter (FTA); McMillan, Therese (FTA); Carter, Dorval (FTA); Welbes, Matt (FTA)  
**CC:** List-FTA-TCA; Borinsky, Susan (FTA); Day, Elizabeth (FTA); Rogers, Leslie (FTA); Carranza, Edward (FTA)  
**Sent:** 2/11/2010 7:05:05 AM  
**Subject:** Honolulu Star Bulletin - Mayor challenges Lingle on rail EIS

Honolulu Star Bulletin - [http://www.starbulletin.com/news/20100211\\_mayor\\_challenges\\_Lingle\\_on\\_rail\\_eis.html](http://www.starbulletin.com/news/20100211_mayor_challenges_Lingle_on_rail_eis.html)

**State House members join Hannemann in pushing the project in a forum at the Capitol**

**By B.J. Reyes**

**POSTED: 01:30 a.m. HST, Feb 11, 2010**

Mayor Mufi Hannemann took his message across the street yesterday, staging a forum at the state Capitol to update the public on the status of the city's rail transit project and again urge Gov. Linda Lingle to expeditiously sign off on the project.

Hannemann's call was echoed by 39 of 51 members of the state House, who signed a letter to the governor requesting the same -- that she review and accept the project's final environmental impact statement in a timely manner.

"There's no reason, in our minds, the governor should hold this up anymore," said Rep. K. Mark Takai (D, Newtown-Pearl City), who led the effort. "This is too important an issue -- too important an opportunity -- to miss."

The letter was signed by 38 Democrats and one Republican, Rep. Kym Pine (Ewa Beach-Iroquois Point).

Lingle did not immediately comment, nor did she attend Hannemann's forum.

Her office said the governor had not yet received the final EIS from the Federal Transit Administration.

"When she does receive it, she will conduct a thorough review, as required by law, to ensure the final EIS satisfactorily describes all impacts on the environment, economic and social welfare, and cultural practices; incorporates an objective review of opposing alternatives; and responds to each substantive comment received during the draft EIS review process," spokesman Russell Pang said in an e-mail. "Her review will also include a complete analysis of the project's financial plan."

Lingle held a forum last month at the Capitol auditorium featuring a Honolulu architects' group seeking to change the rail plan from an elevated route to one that includes both elevated and ground-level sections.

Lingle said later she felt the city's plan was based on risky financial assumptions and that she felt more study was needed before she could sign off on the final EIS.

Hannemann trotted out his own panel yesterday to rebut the governor's assertion that the rail's finances are suspect.

They included Don Horner of the Hawaii Business Roundtable and Jennifer Goto-Sabas, U.S. Sen. Dan Inouye's chief of staff, who warned against repeating mistakes of the past that cost the city huge sums of federal transit dollars.

"Make no mistake: If Honolulu blinks again, those dollars will evaporate," she said.

Hannemann said the project would create 4,000 jobs in 2010 alone and noted the Obama administration included \$55 million for the rail project in its current budget, with a total of \$1.55 billion promised from the FTA.

He cited comments from FTA Administrator Peter Rogoff stating that the money would not have been included in

the president's budget if the agency lacked confidence in the project.

Hannemann said he brought his message to the Capitol because it was where Lingle, in 2005, said she wanted to work with the new city administration on a mass transit project for Honolulu.

"I took her up on it because this is where it all began," he said. "She can't forget that. That's part of her history.

"She's been a rail supporter in the past -- don't make this personal."

Mayor Mufi Hannemann took his message across the street yesterday, staging a forum at the state Capitol to update the public on the status of the city's rail transit project and again urge Gov. Linda Lingle to expeditiously sign off on the project.

Mayor Mufi Hannemann continued his campaign for rail transit yesterday during a lunchtime informational meeting at the state Capitol auditorium. Hannemann said he brought his message to the Capitol because it was where Gov. Linda Lingle, in 2005, said she wanted to work with the new city administration on a mass transit project for Honolulu.

>>

Hannemann's call was echoed by 39 of 51 members of the state House, who signed a letter to the governor requesting the same -- that she review and accept the project's final environmental impact statement in a timely manner.

"There's no reason, in our minds, the governor should hold this up anymore," said Rep. K. Mark Takai (D, Newtown-Pearl City), who led the effort. "This is too important an issue -- too important an opportunity -- to miss."

The letter was signed by 38 Democrats and one Republican, Rep. Kym Pine (Ewa Beach-Iroquois Point).

Lingle did not immediately comment, nor did she attend Hannemann's forum.

Her office said the governor had not yet received the final EIS from the Federal Transit Administration.

"When she does receive it, she will conduct a thorough review, as required by law, to ensure the final EIS satisfactorily describes all impacts on the environment, economic and social welfare, and cultural practices; incorporates an objective review of opposing alternatives; and responds to each substantive comment received during the draft EIS review process," spokesman Russell Pang said in an e-mail. "Her review will also include a complete analysis of the project's financial plan."

Lingle held a forum last month at the Capitol auditorium featuring a Honolulu architects' group seeking to change the rail plan from an elevated route to one that includes both elevated and ground-level sections.

Lingle said later she felt the city's plan was based on risky financial assumptions and that she felt more study was needed before she could sign off on the final EIS.

Hannemann trotted out his own panel yesterday to rebut the governor's assertion that the rail's finances are suspect.

They included Don Horner of the Hawaii Business Roundtable and Jennifer Goto-Sabas, U.S. Sen. Dan Inouye's chief of staff, who warned against repeating mistakes of the past that cost the city huge sums of federal transit dollars.

"Make no mistake: If Honolulu blinks again, those dollars will evaporate," she said.

Hannemann said the project would create 4,000 jobs in 2010 alone and noted the Obama administration included \$55 million for the rail project in its current budget, with a total of \$1.55 billion promised from the FTA.

He cited comments from FTA Administrator Peter Rogoff stating that the money would not have been included in the president's budget if the agency lacked confidence in the project.

Hannemann said he brought his message to the Capitol because it was where Lingle, in 2005, said she wanted to work with the new city administration on a mass transit project for Honolulu.

"I took her up on it because this is where it all began,' he said. "She can't forget that. That's part of her history.

"She's been a rail supporter in the past -- don't make this personal."